

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 5 29 Ed 2002 Change No. 24 LAST NM 39/02

Page 254—Paragraph 229, lines 11 to 13; read:
bay side of Destin close N of the bridge. In November 2001,
the controlling depth through the channel into Destin Harbor
was 4.3 feet (6.7 feet at midchannel). It is reported that the
channel shoals ...
(BP 176832) 42/02

Page 270—Paragraph 222, lines 6 to 9; read:
miles above the State Route 613 bridge. In November 2001,
the controlling depth was 6.8 feet (10.1 feet at midchannel)
to the State Route 613 bridge, thence 5.8 feet to the head of
the project with shoaling to 0.8 foot in the N half of the chan-
nel at the head of the ...
(BPs 176906-14) 42/02

Page 310—Paragraph 41, lines 7 to 10; read:
Waterway. In March-April 2002, the controlling depth was

TABLE 161.18(a).- The IMO STANDARD SHIP REPORTING SYSTEM

X	XRAY	Miscellaneous	Any other information as appropriate. [i.e., a detailed description of a planned operation, which may include: its duration; effective area; any restrictions to navigation; notification procedures for approaching vessels; in addition, for a towing operation; configuration, length of the tow, available horsepower, etc.; for a dredge or floating plant: configuration of pipeline, mooring configuration, number of assist vessels, etc.].
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(33 CFR 161.18(a))

Page 122—Paragraphs 2811 to 2816; read:

(a) *Area to be avoided* means a routing measure compris-
ing an area within defined limits in which either navigation is
particularly hazardous or it is exceptionally important to
avoid casualties and which should be avoided by all ships or
certain classes of ships.

(b) *Traffic separation scheme (TSS)* means a designated
routing measure which is aimed at the separation of oppos-
ing streams of traffic by appropriate means and by the estab-
lishment of traffic lanes.

(c) *Traffic lane* means an area within defined limits in
which one-way traffic is established. Natural obstacles,
including those forming separation zones, may constitute a
boundary.

(d) *Separation zone or line* means a zone or line separat-
ing the traffic lanes in which ships are proceeding in opposite
or nearly opposite directions; or separating a traffic lane
from the adjacent sea area; or separating traffic lanes desig-
nated for particular classes of ships proceeding in the same
direction.

(e) *Precautionary area* means a routing measure com-
prising an area within defined limits where ships must navi-
gate with particular caution and within which the direction of
traffic flow may be recommended.

(f) *Deep-water route* means an internationally recog-
nized routing measure primarily intended for use by ships
that, because of their draft in relation to the available depth
of water in the area concerned, require the use of such a

11 feet across the bar, thence 4 feet to Light 19, thence 5 feet
to Light 43, thence 8 feet to the entrance of Bayou Rigo-
lettes, thence 6 feet to the junction with the Intracoastal
Waterway.

(DDs 2890-98; DDs 2762-64)

42/02

COAST PILOT 5 29 Ed 2002 Change No. 25

Page 64—Paragraph 725, line 2; read:
eastward of longitude 66°05'45"W.
(33 CFR 110.74c) 42/02

Page 69—Paragraph 841; read:
29°20'37.0"N., 94°46'08.0"W.;
(33 CFR 110.197) 42/02

Page 75—Paragraphs 1061 to 1062; strike out.
(33 CFR) 42/02

Page 95—Portion of Table 161.18(a); read:

route.

(g) *Two-way route* means a route within defined limits
inside which two-way traffic is established, aimed at provid-
ing safe passage of ships through waters where navigation is
difficult or dangerous.

(33 CFR 167.5)

42/02

Page 252—Paragraph 205, lines 6 to 7; read:

Choctawhatchee Bay Entrance Lighted Whistle Buoy CB
(30°22'18"N., 86°30'24"W.), about 0.5 mile off the entrance
to the ...

(LL/02)

42/02

Page 268—Paragraph 172, lines 1 to 4; read:

Prominent features.—The six refinery flares, E of Bayou
Casotte, are very prominent from offshore at night. At the
north end of Bayou Casotte, a 140-foot gypsum pile is prom-
inent. The ...

(CL 1687/02)

42/02

Page 268—Paragraph 176, line 9; read:

for a depth of 40 feet in Horn Island Pass Channel and 42
feet in ...

(CL 1687/02; 33/02 CG8)

42/02

Page 268—Paragraph 177, line 4; read:

Lighted Buoys 27 and 29. Situations resulting in collisions,

... (CL 1687/02; LL/02) 42/02

Page 269—Paragraph 187, lines 5 to 7; read:
Pilotage is available from Pascagoula Bar Pilots' Association, 3309 Frederick Street, Suite 3, Pascagoula, MS 39567, telephone 228-762-1151, FAX 228-762-0660. Pilots board vessels about 1 mile S to SE of ...
(CL 1687/02) 42/02

COAST PILOT 5 29 Ed 2002 Change No. 26
Page 244—Paragraph 36, lines 6 to 7; read:
N and **Bald Point** on the S. **Ochlocknee Bay Light OB** (29°56'00"N., 84°18'00"W.), 16 feet above the water and shown ...
(LL/02) 42/02

Page 269—Paragraph 188, lines 1 to 2; read:
The pilot boats, 37 feet long with a forward house, and 35 feet long with an aft house, each have a ...
(CL 1687/02) 42/02

Page 269—Paragraph 188, line 8; read:
water. Pilots can be arranged for by telephone (228-762-1151) ...
(CL 1687/02) 42/02

Page 269—Paragraph 193; read:
Pascagoula Coast Guard Station is on the N side of Singing River at the entrance to the Pascagoula River.
(CL 1687/02) 42/02

Page 269—Paragraph 195, line 8; read:
(228-762-4041).
(CL 1687/02) 42/02

Page 269—Paragraph 202; strike out.
(CL 1687/02) 42/02

Page 269—Paragraph 206, lines 3 to 9; read:
38 feet alongside; 159,000 square feet covered storage; receipt and shipment of conventional and roll-on/roll-off general cargo in foreign and domestic trade; shipyard repair facilities to 13 acres; mooring offshore mobile platforms/rigs for repairs; owned by Jackson County Port Authority and operated by Friede Goldman Offshore.
(CL 1687/02) 42/02

Page 270—Paragraph 210, line 3; read:
space with dolphins; deck height, 15 feet; 42 feet alongside; pipelines ...
(CL 1687/02) 42/02

Page 270—Paragraph 211, line 3; read:
space with dolphins; deck height, 15 feet; 42 feet alongside; pipelines ...
(CL 1687/02) 42/02

Page 270—Paragraph 218, line 1; read:
Repairs.—The Northrup Grumman Ingalls is engaged primarily ...
(CL 1687/02) 42/02

Page 270—Paragraph 219, lines 3 to 12; read:
vessels are built. Friede Goldman Offshore and Halter operates five yards in the Pascagoula/Jackson County area providing service to semi-submersible and jack-up oil rigs as well as a vastly assortment of ships and boats. One is adjacent to the Port Authority Terminal D on the Pascagoula River, two are above the highway 90 bridge in the Escatawpa and Moss Point areas. The two largest are on the west side of Bayou Casotte with large floating cranes and gantry crane service available. There are other independently operated repair yards. The largest of these is on the S side of Krebs Lake. A floating drydock at the yard can handle vessels to 190 feet long and 45 feet wide, has a depth of 12 feet over the keel blocks, and has a lifting capacity of 800 tons. A 100-ton marine railway that can handle most vessels to about 100 feet long and a 60-ton mobile hoist are at the yard. Other yards have marine lifts and marine ways with facilities for handling vessels and barges. Machine shops are available. Several of the smaller yards build wooden and steel vessels up to 140 feet and barges up to 250 feet.
(CL 1687/02) 42/02

Page 270—Paragraph 220, line 3; read:
Export Railroad which connects with the Canadian National Railroad ...
(CL 1687/02) 42/02

Page 313—Paragraph 102, line 8; read:
by lights and daybeacons. Another route is through **East Champagne Bay**, ...
(CL 1631/02; NOS 11365; LL/02) 42/02

Page 342—Paragraph 203, lines 2 to 4; read:
Channel and an Outer Bar Channel both dredged to 45 feet from the Gulf to about 2 miles W of the outer end of the jetties, and in the Inner Bar Channel to Bolivar Roads, thence 40 feet in ...
(35/02 CG8) 42/02

COAST PILOT 5 29 Ed 2002 Change No. 27
Page 53 to Page 54, table; read:
UNITED STATES FISH AND WILDLIFE SERVICE

GREAT WHITE HERON NATIONAL WILDLIFE REFUGE

[Based on the North American Datum of 1983]

Point	Latitude	Longitude
1	24°43.8'N.	81°48.6'W.
2	24°43.8'N.	81°37.2'W.

3	24°49.2'N.	81°37.2'W.
4	24°49.2'N.	81°19.8'W.
5	24°48.0'N.	81°19.8'W.
6	24°48.0'N.	81°14.4'W.
7	24°49.2'N.	81°14.4'W.
8	24°49.2'N.	81°08.4'W.
9	24°43.8'N.	81°08.4'W.
10	24°43.8'N.	81°14.4'W.
11	24°43.2'N.	81°14.4'W.
12	24°43.2'N.	81°16.2'W.
13	24°42.6'N.	81°16.2'W.
14	24°42.6'N.	81°21.0'W.
15	24°41.4'N.	81°21.0'W.
16	24°41.4'N.	81°22.2'W.
17	24°43.2'N.	81°22.2'W.
18	24°43.2'N.	81°22.8'W.
19	24°43.8'N.	81°22.8'W.
20	24°43.8'N.	81°24.0'W.
21	24°43.2'N.	81°24.0'W.
22	24°43.2'N.	81°26.4'W.
23	24°43.8'N.	81°26.4'W.
24	24°43.8'N.	81°27.0'W.
25	24°43.2'N.	81°27.0'W.
26	24°43.2'N.	81°29.4'W.
27	24°42.6'N.	81°29.4'W.
28	24°42.6'N.	81°30.6'W.
29	24°41.4'N.	81°30.6'W.
30	24°41.4'N.	81°31.2'W.
31	24°40.8'N.	81°31.2'W.
32	24°40.8'N.	81°32.4'W.
33	24°41.4'N.	81°32.4'W.
34	24°41.4'N.	81°34.2'W.
35	24°40.8'N.	81°34.2'W.
36	24°48.0'N.	81°35.4'W.
37	24°39.6'N.	81°35.4'W.
38	24°39.6'N.	81°36.0'W.
39	24°39.0'N.	81°36.0'W.
40	24°39.0'N.	81°37.2'W.
41	24°37.8'N.	81°37.2'W.
42	24°37.8'N.	81°37.8'W.
43	24°37.2'N.	81°37.8'W.
44	24°37.2'N.	81°40.2'W.
45	24°36.0'N.	81°40.2'W.
46	24°36.0'N.	81°40.8'W.

47	24°35.4'N.	81°40.8'W.
48	24°35.4'N.	81°42.0'W.
49	24°36.0'N.	81°42.0'W.
50	24°36.0'N.	81°48.6'W.
51	24°43.8'N.	81°48.6'W.

(15 CFR 922)

42/02

Page 55—table; read:

GRECIAN ROCKS

[Based on differential Global Positioning Systems data]

Point	Latitude	Longitude
1	25°06.91'N.	80°18.20'W.
2	25°06.67'N.	80°18.06'W.
3	25°06.39'N.	80°18.32'W.
4	25°06.42'N.	80°18.48'W.
5	25°06.81'N.	80°18.44'W.
6	25°06.91'N.	80°18.20'W.

(15 CFR 922)

42/02

Page 57 to Page 58—tables; read:

IN THE VICINITY OF THE FLORIDA KEYS

[Reference Charts: United States 11466, 27th Edition–September 1, 1990 and United States 11450, 4th Edition–August 11, 1990]

Point	Latitude	Longitude
1	25°45.00'N.	80°06.10'W.
2	25°38.70'N.	80°02.70'W.
3	25°22.00'N.	80°03.00'W.
4	25°06.38'N.	80°10.48'W.
5	24°56.37'N.	80°19.26'W.
6	24°37.90'N.	80°47.30'W.
7	24°29.20'N.	81°17.30'W.
8	24°22.30'N.	81°43.17'W.
9	24°28.00'N.	81°43.17'W.
10.....	24°28.70'N.	81°43.50'W.
11.....	24°29.80'N.	81°43.17'W.
12.....	24°33.10'N.	81°35.15'W.
13	24°33.60'N.	81°26.00'W.
14.....	24°38.20'N.	81°07.00'W.
15.....	24°43.20'N.	80°53.20'W.
16	24°46.10'N.	80°46.15'W.
17.....	24°51.10'N.	80°37.10'W.
18.....	24°57.50'N.	80°27.50'W.

19.....	25°09.90'N.	80°16.20'W.
20.....	25°24.00'N.	80°09.10'W.
21.....	25°31.50'N.	80°07.00'W.
22	25°39.70'N.	80°06.85'W.
23.....	25°45.00'N.	80°06.10'W.

IN THE VICINITY OF KEY WEST HARBOR

[Reference Chart: United States 11434, 21st Edition—August 11, 1990]

Point	Latitude	Longitude
24.....	24°27.95'N.	81°48.65'W.
25.....	24°23.00'N.	81°53.50'W.
26.....	24°26.60'N.	81°58.50'W.
27.....	24°27.75'N.	81°55.70'W.
28.....	24°29.35'N.	81°53.40'W.
29.....	24°29.35'N.	81°50.00'W.
30.....	24°27.95'N.	81°48.65'W.

AREA SURROUNDING THE MARQUESAS KEYS

Reference Chart: United States 11434, 21st Edition—August 11, 1990]

Point	Latitude	Longitude
31.....	24°26.60'N.	81°59.55'W.
32.....	24°23.00'N.	82°03.50'W.
33	24°23.60'N.	82°27.80'W.
34.....	24°34.50'N.	82°37.50'W.
35.....	24°43.00'N.	82°6.50'W.
36.....	24°38.31'N.	81°54.06'W.
37.....	24°37.91'N.	82°53.40'W.
38	24°36.15'N.	81°51.78'W.
39.....	24°34.40'N.	81°50.60'W.
40.....	24°33.44'N.	81°49.73'W.
41	24°31.20'N.	81°52.10'W.
42	24°28.70'N.	81°56.80'W.
43	24°26.60'N.	81°59.55'W.

AREA SURROUNDING THE DRY TORTUGAS ISLANDS

[Reference Chart: United States 11434, 21st Edition—August 11, 1990]

Point	Latitude	Longitude
44	24°32.00'N.	82°53.50'W.
45	24°32.00'N.	83°00.05'W.
46	24°39.70'N.	83°00.05'W.
47	24°45.60'N.	82°54.40'W.
48	24°45.60'N.	82°47.02'W.
49	24°42.80'N.	82°43.90'W.
50	24°39.50'N.	82°43.90'W.
51	24°35.60'N.	82°46.40'W.
52	24°32.00'N.	82°53.50'W.

(15 CFR 922)

42/02

COAST PILOT 5 29 Ed 2002 Change No. 28

Page 22—Paragraphs 502 to 503; strike out.

(LL/96)

42/02

Page 186—Paragraph 11, lines 1 to 4; read:

Aids to navigation.—Lights and buoys are the principal guides to mark the approaches to the important harbors. Many of the light stations have fog signals particularly those in the vicinity of the larger ports.

(LL/96)

42/02

Page 198—Paragraph 223, line 5; read:

light or sound apparatus may be inoperative. Landmarks ...

(LL/96)

42/02

Page 201—Paragraph 13; read:

San Key Light (24°27'12"N., 81°52'30"W.), 109 feet above the water, is shown from a white, square, pyramidal skeleton tower enclosing a stair cylinder and square dwelling.

(LL/02)

42/02

Page 239—Paragraph 323, lines 12 to 13; read:

powerplant are conspicuous. The stacks at the turning basin, with alternating ...

(LL/96)

42/02

Page 285—Paragraph 7, line 6; read:

racon and a fog signal are at the light. **Southwest** ...

(LL/02)

42/02

Page 285—Paragraph 8, line 5; read:

fog signal is at South Pass West Jetty Light, ...

(LL/02)

42/02

Page 288—Paragraph 64, lines 3 to 4; read:

radar or radio bearings in conjunction with soundings.

(LL/96)

42/02

Page 366—Paragraph 154; read:

Port Aransas Coast Guard Station (27°50.3'N., 97°

03.5'W.) is on the NE end of Mustang Island.
(LL/96; NOS 11312)

42/02

COAST PILOT 5 29 Ed 2002 Change No. 29

Page 148—Paragraph 3632 to Page 149—Paragraph 3640; read:

(q) Moratorium on commercial vessel permits for king mackerel. This paragraph (q) is effective through October 15, 2005.

(1) No applications for additional commercial vessel permits for king mackerel will be accepted. Existing vessel permits may be renewed, are subject to the restrictions on transfer or change in paragraphs (q)(2) through (q)(5) of this section, and are subject to the requirement for timely renewal in paragraph (q)(6) of this section.

(2) An owner of a permitted vessel may transfer the commercial vessel permit for king mackerel issued under this moratorium to another vessel owned by the same entity.

(3) An owner whose percentage of earned income or gross sales qualified him/her for the commercial vessel permit for king mackerel issued under the moratorium may request that NMFS transfer that permit to the owner of another vessel, or to the new owner when he or she transfers ownership of the permitted vessel. Such owner of another vessel, or new owner, may receive a commercial vessel permit for king mackerel for his or her vessel, and renew it through April 15 following the first full calendar year after obtaining it, without meeting the percentage of earned income or gross sales requirement of paragraph (a)(2)(iii) of this section. However, to further renew the commercial vessel permit, the owner of the other vessel, or new owner, must meet the earned income or gross sales requirement not later than the first full calendar year after the permit transfer takes place.

(4) An owner of a permitted vessel, the permit for which is based on an operator's earned income and, thus, is valid only when that person is the operator of the vessel, may request that NMFS transfer the permit to the income-qualifying operator when such operator becomes an owner of a vessel.

(5) An owner of a permitted vessel, the permit for which is based on an operator's earned income and, thus, is valid only when that person is the operator of the vessel, may have the operator qualification on the permit removed, and renew it without such qualification through April 15 following the first full calendar year after removing it, without meeting the earned income or gross sales requirement of paragraph (a)(2)(iii) of this section. However, to further renew the commercial vessel permit, the owner must meet the earned income or gross sales requirement not later than the first full calendar year after the operator qualification is removed. To have an operator qualification removed from a permit, the owner must return the original permit to the RA with an application for the changed permit.

(6) NMFS will not reissue a commercial vessel permit for king mackerel if the permit is revoked or if the RA does not receive an application for renewal within 1 year

of the permit's expiration date.
(50 CFR 622.4)

42/02

Page 175—Paragraph 4286; strike out.
(50 CFR 622.44)

42/02

Page 262—Paragraph 60, lines 6 to 13; read:

lights and a **123°35'** lighted range. The S side of the anchorage area is marked by daybeacons. (See Notice to Mariners and latest edition of the chart for controlling depths.) A barge channel extends 1.2 miles from the head of the turning basin. In January 2002, the controlling depth was 9.0 feet (11.6 feet at midchannel). A fixed highway bridge with a clearance of ...

(CL 1585/02; CL 1751/01;

BP 177077; 24/02 CG8)

42/02

Page 275—Paragraph 294, line 11; read:

Channel Lighted Whistle Buoy GP (30°07'12"N., 88° 52'42"W.) to 2 ...

(LL/02)

42/02

COAST PILOT 5 29 Ed 2002 Change No. 30

Page 35—Paragraph 8, lines 2 to 3; read:

and E apply to all thirteen National Marine Sanctuaries for which site-specific regulations appear in Subparts F through R, respectively.

(15 CFR 922)

42/02

Page 41—Paragraph 160, line 4; read:

Sanctuary, 1716 Briarcrest Drive, Suite 702, Bryan, TX 77802.

(15 CFR 922)

42/02

Page 43—Paragraph 213; read:

The Sanctuary consists of all submerged lands and waters from the mean high water mark to the boundary described in Appendix I to this subpart, with the exception of areas within the Dry Tortugas National Park. Appendix I to this subpart sets forth the precise Sanctuary boundary established by the Florida Keys National Marine Sanctuary and Protection Act.

(15 CFR 922)

42/02

COAST PILOT 5 29 Ed 2002 Change No. 31

Page 210—Paragraph 170, lines 5 to 6; read:

basin about 1.3 miles above the mouth of the river. In June 2002, the midchannel controlling depth was 4.8 feet. The channel is well ...

(CL 1521/02)

42/02

Page 226—Paragraph 66, lines 12 to 13; read:

Oceanographic Real Time System) at 727-822-0022 or 727-822-5836.

(CL 758/02)

42/02

Page 227—Paragraph 80, line 2; read:

with tugs up to 6,700 hp. Some tugs are equipped for fire-

fighting..
(CL 758/02) 42/02

Page 366—Paragraph 141, line 9; read:
of 5.8 feet in July 2001. Privately maintained lights mark the
S ...
(CL 1263/02) 42/02

Page 388—Paragraph 198, line 2; read:
the waterway at **Mile 234.2**. A marina is on the southeast
side of the bridge with a reported approach depth of 6 feet
through a marked channel.
(CL 758/02) 42/02

Page 399—Paragraph 432, lines 5 to 6; read:
and in the slip. In July 2001, 8.0 feet was reported in the
entrance; thence in 2000, 7 to 13 feet was in the basin.
Launching ...
(CL 1263/02; NOS 11314) 42/02